

With respect to claim 6, the examiner states: "Kelley discloses vehicle signaling lights 14 (see figure 1) for signaling change of vehicle speed or direction from a first relatively tall commercial vehicle to a plurality of other vehicles following therebehind having - -."

Here again, Kelley, in the only figure showing a vehicle (FIG. 1), shows a 1948 vintage automobile with the device at issue fastened down to the top of the automobile. 1948 vintage automobiles were about five to five and one-half feet tall as the undersigned attorney can personally remember. Likewise, it defies logic to call the Kelley vehicle a "first relatively tall commercial vehicle"!

Clearly, one or more ordinary automobiles will obscure and prevent viewing of the Stover device, and one or more vans or SUVs will obscure and prevent viewing of the Kelley device.

Stover and Kelley make absolutely no suggestion of a commercial vehicle, they make no suggestion of mounting the Stover or Kelley device well above the top of an automobile, SUV, van or pickup truck, and they clearly make no suggestion of mounting the lights 13-14 feet in the air adjacent the top rear corners of a large truck or semi where the device can be seen by a following plurality of vehicles (automobiles, SUVs, vans or pickup trucks).

Independent claims 3 and 6 clearly distinguish over the cited Stover and Kelley patents by the limitations to "first relatively tall commercial vehicle" and "a plurality of other vehicles of much lesser height following therebehind" followed by limitations to the placement of the lights at the upper left and upper right rear corners of the first relatively tall vehicle. Further limitations in each claim prescribe that the elevation of the lights is sufficient for "viewing by the (a) plurality of following vehicles arrayed serially behind the first vehicle." Neither Stover

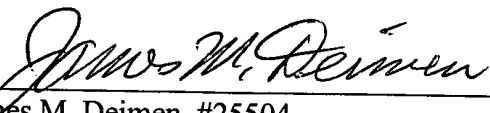
nor Kelley make any suggestion whatsoever of the above quoted limitations let alone the combination in each claim. In addition, the Kelley right and left turn signals are shown at about the middle of the Kelley automobile and nowhere near the upper left or upper right rear corners of the Kelley automobile.

Independent claims 3 and 6 distinguish over the cited Stover and Kelley patents with several limitations, not merely one limitation, and should easily be allowable thereover.

Dependent claims 4, 5, 7 and 8 incorporate by reference claims 3 or 6 and therefore should be allowable with claims 3 and 6. Newly added claims 9 and 10 provide the same limitations as 4 and 5 but are dependent on claim 6 and should be allowable with claim 6.

Respectfully submitted,

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VERSION WITH MARKINGS TO SHOW CHANGES MADE

Claims:

Add new claims as follows:

- Do not enter
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9. The vehicle signaling lights of claim 6 wherein said at least one light comprises a plurality of light emitting diodes set in an array to illuminate the at least one light.
10. The vehicle signaling lights of claim 9 comprising a printed circuit board having the array of light emitting diodes mounted on the printed circuit board.